

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 6206

晚六廿月五二十三號光

TUESDAY, JULY 17, 1906.

二拜禮

號七十月七英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.	
PAID-UP CAPITAL	\$10,000,000
RESERVE FUND	\$10,000,000
Sterling Reserve	\$10,000,000
Silver Reserve	\$9,500,000
RESERVE LIABILITY OF PROFIT TOWS	\$10,000,000
COURT OF DIRECTORS	
A. H. Haupt, Esq., Chairman	
G. H. Medhurst, Esq., Deputy Chairman	
E. Goetz, Esq.	R. Shewan, Esq.
Hon. Mr. W. J. Gresson	N. A. Siebs, Esq.
C. R. Lenihan, Esq.	H. A. W. Slade, Esq.
D. M. Nissim, Esq.	H. E. Tomkins, Esq.
A. J. Raynold, Esq.	
ACTING CHIEF MANAGER	H. E. R. Hunter
ACTING MANAGER	Shanghai—W. Adams Oram
London Bankers—London and County Banking Company, Limited	
HONGKONG—INTEREST ALLOWED	
On Current Account at the rate of 2 per cent per annum on the daily balance.	
ON FIXED DEPOSITS	
For 3 months, 4% per cent. per annum	
For 6 months, 5% per cent. per annum	
For 12 months, 6% per cent. per annum	
H. E. R. Hunter	Acting Chief Manager
Hongkong, 6th June, 1906.	

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.	
INTEREST on deposits is allowed at 3% per cent. per annum.	
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.	
For the HONGKONG AND SHANGHAI BANKING CORPORATION.	
H. E. R. Hunter	
Acting Chief Manager	
Hongkong, 30th May, 1906.	

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.	Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.	
BOARD OF DIRECTORS: BERLIN.	
BRANCHES:	
Berlin Calcutta Hankow Kobe	
Singapore Tientsin Tsimshau	
Tsingtau Yokohama	
FOUNDED BY THE FOLLOWING BANKS, AND BANKERS:	
Koenigliche Deutschen (Deutsche) Staatsbank	
Direction der Disconto-Gesellschaft	
Deutsche Bank	
S. Bleichroeder	
Berliner Handels-Gesellschaft	
Bank fuer Handel und Industrie	
Robert Warschaw & Co.	
Mendelsohn & Co.	
M. A. von Rothschild & Soehne	
Frankfurt a. M.	
Jacob S. H. Stern	
Norddeutsche Bank in Hamburg, Hamburg.	
Sal Oppenheim Jr. & Co., Koeln	
Bayerische Hypotheken und Wechselbank, Muenchen.	
LONDON BANKERS:	
Messrs. N. M. Rothschild & Sons.	
THE UNION OF LONDON AND SMITH'S BANK	
LIMITED.	
DEUTSCHE BANK (BERLIN), LONDON AGENCY.	
DIRECTION DER DISCONTO GESELLSCHAFT.	
INTEREST allowed on Current Account.	
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.	
HUGO SUTER,	
Manager.	
Hongkong, 4, 26th May, 1906.	

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)	
ESTABLISHED 1824.	
PAID-UP CAPITAL FL 45,000,000 (\$3,750,000).	
RESERVE FUND FL 5,000,000 (\$ 417,000).	
Head Office—AMSTERDAM.	
Head Agency—BATAVIA.	
BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Chembong, Tegal, Pecalongan, Pasuruan, Ljatapang, Padang, Medan (Del), Palembang, Kota Radja (Acheen), Telok Sonawe (Acheen), Bandjermasim.	
Correspondents at Macassar, Bubabay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Apoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.	
LONDON BANKERS:	
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.	
THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Britain, America, and Australia, and transacts banking business of every description.	
INTEREST ALLOWED.	
On Current Accounts 2% per annum on daily balance.	
Fixed Deposits 12 months 4% per annum.	
Do. 6 do. 4% do.	
Do. 3 do. 3% do.	
L. ENGEL,	Agent.
Hongkong, 28th February, 1906.	

DENTAL SURGEON.

G. DE PERINDORGHE.

DIPLOMA: PARIS.

Latest Improvements including
PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.

Hongkong, 1st June, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Children under 12 years Half-NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,
Acting Secretary.

Hongkong, 16th July, 1906.

SIEMSEN & CO.

Hongkong 28th May, 1906.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	JAPAN	About 18th July	Freight and Passage.
MOSCOW, NEWCHWANG, DALNAY, TIE-LING, OSAKA.	E. B. S. Notley	July	Passage.
YOKOHAMA VIA SHANGHAI, SUNDA, MOJI and KOBE.	G. M. Monford, R.N.R.	July	Freight and Passage.
SHANGHAI	E. H. Gordon	July	Freight and Passage.
LONDON BANKERS	DEVANHA	28th July, Noon.	See Special Advertisement.
THE LONDON JOINT STOCK BANK, LTD.	T. H. Hide, R.N.R.		
THE UNION OF LONDON AND SMITH'S BANK, LTD.			
HONGKONG BRANCH—INTEREST ALLOWED			
On Current Account at the rate of a per cent per annum on the Daily Balance.			
On fixed deposits for 12 months at 5 per cent			
" 6 " " 4 " "			
" 3 " " 3 " "			
TAKEO TAKAMICHI, Manager.			
Hongkong, 14th May, 1906.			

Hongkong, 16th July, 1906.

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldisuru, Kuro, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotzu, Sasebo, Mikie, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A-1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and Sole Agents for Fujinotana, Hokoku, Hondo, Ichinura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yosho, Yunokibara and other Coals.

51

S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and by H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1906.

NIKKO CO.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART, CURIOS, TEA SETS, and SATSUMA WARE. In Casks of 375 lbs. net \$4.75 per Cask ex Factory. At Moderate Prices. In Bags of 250 lbs. net \$2.80 per Bag ex Factory. Orders Promptly Executed.

6, 5, ARSENAL STREET, SHEWAN, TOMES & CO., General Managers, Hongkong.

Hongkong, 28th April, 1906.

510 Hongkong, 30th September, 1906.

H. HAYNES, Manager.

Hongkong, 15th March, 1906.

Hotels.

LIONKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,358 "	W. A. Valentine.
"FATSHAN".....	2,260 "	R. D. Thomas.
"HANKOW".....	3,073 "	O. V. Lloyd.
"KINSHAN".....	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain G. F. Morrison, R.M.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.		

Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

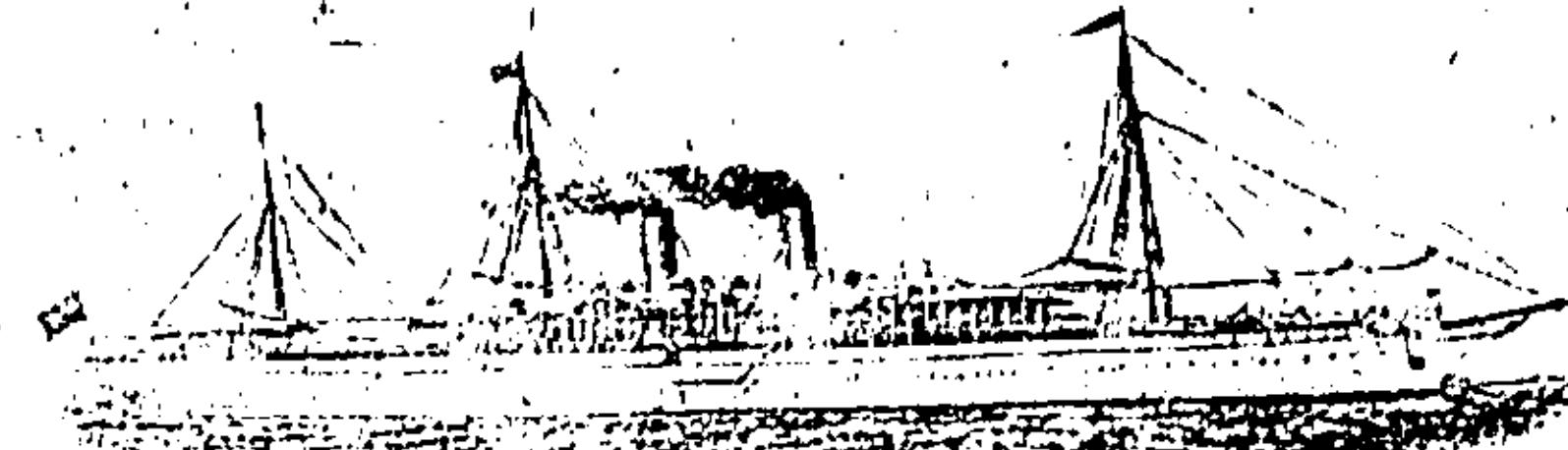
S.S. "SAI-NAI".....	188 tons.....	Captain J. Wilcox.
"NANNING".....	360 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunki, Mahinow, Kunchuk, Kau-Kong, Samsui, Howlik, Shui-Hing, Luk-Po, Luk-Ta, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
Canton to Tai-Hing Single \$12.50. Return \$21.00.
Canton to Samsui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
"Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.,
Hongkong, 16th July, 1906.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the
"Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTAGUE".....	5,500.	WEDNESDAY, July 18.....	August 17
"EMPERESS OF CHINA".....	6,000.	WEDNESDAY, August 1.....	August 22
"TARTAR".....	4,425.	WEDNESDAY, August 8.....	September 1
"EMPERESS OF INDIA".....	6,000.	WEDNESDAY, August 22.....	September 12

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class..... \$12.50. 2nd Class..... \$10.00. 3rd Class..... \$6.00. Via New York \$6.00.

Hongkong to London, Intermediate on
Steamers, and 1st Class Rail..... \$4.00.

R.M.S. "MONTAGUE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class \$15.) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Hongkong, 11th July, 1906
Corner Pedder Street and Praya, opposite Blake Pier.

13

STEAM TO CANTON.

S.S. "WING CHAI" Captain T. AUSTIN, R.M.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7:30 A.M., and returns from Macao at 2:30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
1st Class—Return, \$2; with Cabin, \$3.
3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.
All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.
Hongkong, 22nd June, 1906.

17

THE New Twin Screw Steel Steamers

Tons. Captain

"KWONG CHOW"..... 4,509. T. R. MEAD.

"KWONG TUNG"..... 4,338. H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

Also

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 4 A.M. and 6:30 P.M.

FARES:

1st Class single \$1 with cabin berth \$2.00

" " return \$2 " " " " 3.00

2nd Class single \$0.80, return 1.50

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 2, Queen's Road West.

Hongkong, 13th July, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

SEYDLITZ WEDNESDAY, 18th July.

BAUERN WEDNESDAY, 1st August.

PRINZ REGENT LUITPOLD WEDNESDAY, 15th August.

PRINZ EITEL FRIEDRICH WEDNESDAY, 29th August.

SACHSEN WEDNESDAY, 12th September.

PRINZ HEINRICH WEDNESDAY, 26th September.

GVEISENAU WEDNESDAY, 19th October.

PRINZ LUDWIG WEDNESDAY, 26th October.

PRINZESS ALICE WEDNESDAY, 7th November.

PREUSSEN WEDNESDAY, 21st November.

ON WEDNESDAY, the 18th day of July, 1906, at Noon, the Steamship SEYDLITZ, Captain Dewars, with MAIL, PASSENGERS, SPECIE and CARGO, will leave his Port as above, Calling at NAPLES and GUNDA.

Shipping Orders will be granted till Noon, on MONDAY, the 16th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 17th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 17th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO NAPLES, GENOA & GIBRALTAR ... 61. o. o. 42. o. o. 22. o. o.

Return 91. o. o. 63. o. o. 33. o. o.

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG 65. o. o. 44. o. o. 24. o. o.

Return 97. o. o. 66. o. o. 36. o. o.

TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA OR GIBRALTAR ... 64. o. o. 44. o. o. 26. o. o.

Return 115. o. o. 79. o. o. 47. o. o.

VIA BREMEN OR SOUTHAMPTON 68. o. o. 46. o. o. 27. o. o.

Return 123. o. o. 83. o. o. 49. o. o.

TO THE event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TO THE event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

Intimation.

W.M. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.

SOLE AGENTS
for
Hongkong, China,
and Japan.

ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODE

Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of
CLEANLINESS.

Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Po-
lished Top, Nickel-Silver Fit-
tings, and White Enamelled
Pail.

Price \$21.50.

No. 2.—Fitted with Mahogany Po-
lished Top, Brass Fittings, and
White Enamelled Pail.

Price \$18.50.

No. 3.—Fitted with Stained Wal-
nut and Brush Polished Hard-
wood Top, Brass Fittings and
White Bath Enamelled Pail.

Price \$14.75.

No. 5.—Fitted with Mahogany
Stained and Brush Polished Hard-
wood Top, Brass Fittings and
Electro-Galvanized Pail,
very serviceable and acid re-
sisting.

Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July, 1906.

Intimation.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS,
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID),
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK-LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [630]

THE WEST POINT BUILDING
COMPANY, LIMITED.

A. INTERIM DIVIDEND of Dollars:
Two per Share for the six months ending
30th June, 1906, will be payable on the 25th
instant, on which date Dividend Warrants may
be obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Company,
will be CLOSED from the 18th instant to the
25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.

Hongkong, 13th July, 1906. [730]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

A. INTERIM DIVIDEND of \$1.50 per
Share for the six months ending 30th
June, 1906, will be payable on the 25th instant,
on which date Dividend Warrants may be
obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 16th instant to the
25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906. [718]

HONGKONG HIGH-LEVEL TRAMWAYS
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of
the above-named Company will be held at
the Registered Office of the Company, Alex-
andra Buildings, Des Vieux Road Central,
Victoria, Hongkong, on TUE-DAY, the
31st of July, 1906, at 12 o'clock Noon,
when the following resolutions which were
passed at an Extraordinary Meeting of the
Company held on Saturday, the 14th day of
July, 1906, pursuant to the Order dated the
29th day of March, 1906, made by the Supreme
Court of Hongkong in its Original Jurisdiction
in Action No. 371 of 1905, will be submitted
to confirmation as Special Resolutions:

1. That the Special Resolution being the
Fourth in Number passed and confirmed
at Extraordinary General Meetings of
this Company held on the 3rd and 20th
days of June, 1905, respectively, together
with all Agreements entered into there-
under and particularly the Agreement
in writing bearing date the 18th day of
October, 1905, made between this
Company and its Liquidators (John D.
Humphreys & Son) of the one part and
the Peak Tramways Company, Limited,
of the other part be and the same are
hereby rescinded.

2. That the Draft Agreement submitted to
this Meeting and expressed to be made
between this Company and its Liquidators
of the one part and the "Peak
Tramways Company, Limited" of the
other part be and the same is hereby
approved and that the said Liquidators
and they are hereby authorized pursuant
to Sections 201 and 202 of the Com-
pany's Ordinance 1862 to enter into an
Agreement with the said "Peak
Tramways Company, Limited" in the terms
of the said Draft and to carry the same
into effect with such (if any) modifica-
tion as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON,
General Managers. [718]

A. CHAZALON & CO.
JUST UNPACKED.

NEW Consignment of the following:-

ANCHOVY (Norwegian) in Kegs.

SALMON BELLIES " "

SALTED HERRINGS " "

" MACKARELS " "

GERMAN SAUSAGES in Tie (Assorted),

" " in Skins.

ASPARAGUS " "

VEGETABLES (Assorted).

FRENCH FRUITS in SYRUP (Assorted).

STUFFED OLIVES.

ANCHOVY in OIL (Bouillers).

ALSO

PASCALL'S ASSORTED SWEETS and TOFFEES.

Hongkong, 12th May, 1906. [61]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,
the 19th July, 1906, at 11 A.M., at their
Sales Rooms, No. 8, Des Vieux Road,
corner of Ice House Street,
A NUMBER OF BOOKS
Index to the Streets, Houses and Leased Lots
of the Colony of Hongkong and its
Dependencies,
(In English and Chinese, compiled by the
late Mr. BRUCE SKEPHERD).
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th July, 1906. [727]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

M ESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,

ON
THURSDAY,
the 19th July, 1906, at 3 o'clock in the afternoon,
at their Sales Rooms, No. 8, Des Vieux Road
Central, corner of Ice House Street,

THE FOLLOWING
VERY VALUABLE RECLAMATION
PROPERTY,

situate at Victoria, in the Colony of Hongkong,
viz:—

All that PIECE or PARCEL OF GROUND
situate at Victoria aforesaid and registered in
the Land Office as SECTION A OF THE
SOUTHERN PORTION OF THE PRAVA RE-
CLAMATION TO MARINE LOT No. 57.

The Property is held under the usual Re-
clamation Agreement at an Annual Crown Rent
of not exceeding \$2000. The Property con-
tains an area of 11,000 square feet or there-
abouts.

For further particulars and conditions of
sale, apply to—

Messrs. STOKES & MASTER,
Solicitors for the Mortgagors,

or to—

Messrs. HUGHES & HOUGH,
The Auctioneers.

Hongkong, 13th July, 1906. [688]

PUBLIC AUCTION.

THE Undersigned will sell by Public
Auction, ON

TUESDAY,

the 24th July, at 12 o'clock Noon,

The Hulk "MEANEEL," late "SCHIEW," 3rd
Rate, 3,842 tons...

(Lately used by War Department as a
Hospital Ship).

CONDITIONS OF SALE.

The Hulk will be sold as she now lies in
Hongkong Harbour with all Fittings, etc., and
about 150 tons of IRON BALLAST on Board,
with the exception of the following which will
be removed:

Cables with CABLES,

when a date for the removal of the vessel has
been arranged by purchaser with the NAVAL
YARD.

The vessel will be open to Inspection for
Seven Days before date of Sale, between 10 A.M.
and 12 o'clock Noon, and 2 P.M. and 4 P.M. (SATUR-
DAY and SUNDAY excepted).

Inspecting Orders can be obtained from the
Auctioneers.

The Sale will take place on Board. A Steam
Launch to convey intending purchasers, will
leave Blake Pier at 11 A.M., 11.30 A.M. and
11.45 A.M. on day of sale.

TERMS:—Cash before delivery; 25 per cent
of the purchase money to be paid on the fall of
the Hammer, balance and the clearance to be
effected within Seven Days after date of sale.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, 13th July, 1906. [712]

TO LET.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,

Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [712]

TO LET.

TWO GODOWNS at East Point, close
to the Water, suitable for the storage
of cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & CO.,

Hongkong, 20th January, 1906. [11]

TO LET.

NO. 16, HOLLYWOOD ROAD, and
NO. 2, OLD BAILEY.

Apply to—

AKRATON V. APCAR & CO.,

45, Wyndham Street.

Hongkong, 2nd July, 1906. [712]

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVE-
MENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906. [712]

TO LET.

NO. 15, KNOTSFORD TERR.,
KOWLOON.

Apply to—

THE HONGKONG LAND INVE-
MENT & AGENCY CO., LTD.

Hongkong, 30th December, 1905. [61]

TO LET.

NO. 15, KNUTSFORD TERR.,
KOWLOON.

Apply to—

THE HONGKONG LAND INVE-
MENT & AGENCY CO., LTD.

Hongkong, 30th December, 1905. [61]

TO LET.

NO. 15, KNUTSFORD TERR.,
KOWLOON.

Apply to—

THE HONGKONG LAND INVE-
MENT & AGENCY CO., LTD.

Hongkong, 30th December, 1905. [61]

TO LET.

NO. 15, KNUTSFORD TERR.,
KOWLOON.

Apply to—

THE HONGKONG LAND INVE-
MENT & AGENCY CO., LTD.

Intimations.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

DEVONSHIRE CIDER.

We have just received a shipment of **APPLE BRAND CIDER** bottled by Messrs. ROBERT PORTER AND COMPANY, Proprietors of the famous **BULL DOG BRANDS** of **STOUT** and **ALE**.

It is highly recommended by many medical men on account of its beneficial action in certain ailments particularly in complaints of a gouty origin or tendency. Either by itself or mixed with **SODA** or **GINGER BEER** it makes a most wholesome, palatable and refreshing summer beverage.

Per Case of 8 Doz.

Pints	\$30.00
Per Doz.	4.00

Hongkong, 5th July, 1906.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE):
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional to the daily issue, are delivered free when the address is accessible to mailmen. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

ence of over 30 years such as no Harbour Master could acquire during the period of his command. He is brimful of precedents and processes; the routine of the Department is at the ends of his fingers; he is a living encyclopedia of local nautical affairs from the official standpoint. With equal truth our remarks apply to Mr. A. P. Gutierrez, deputy superintendent, Mercantile Marine Office. In these circumstances, it is a wise Government which seeks, by a judicious system of reward, for faithful work done, to retain the services of such worthy officials on the staff. Without the assistance which such officials can afford, the chief of a department would necessarily be at a disadvantage in the conduct of his office, and, what is more, the lengthened period of active duty gives force and authority to the advice tendered by such officials. The services of the chief clerk of the Harbour Office must, therefore, be invaluable to the Department, and his knowledge must greatly facilitate the business of the office, and in no small measure relieve the Harbour Master of much onerous work, which he would otherwise be compelled to supervise personally or delegate to incompetent or at least inexperienced hands. It is gratifying to note that the Government recognises this fact, but it is still more gratifying to observe that a high official does not hesitate to express his appreciation of the assistance rendered by the principal members of his staff. Captain Barnes-Lawrence, in this respect, has set an example which should be a light and a beacon to other departmental heads, for it is manifestly obvious that a public recognition of the conscientious labourer will conduce to increased efforts on the part of the individual members of the staff—the subordinates who are too often hidden away in cellar-like seclusion when praise is abroad—to secure the efficiency of the department with which they are connected. Probably the secret of the smooth working of the Harbour Office lies in the appreciative attitude of Captain Barnes-Lawrence towards his juniors. It is seldom that the suggestion of a complaint is heard against the Harbour Office that when one does arise it is seized on with avidity. Captain Barnes-Lawrence has had long and varied experience in official spheres. He has seen active service in every part of the world, occupied a position in the Naval Intelligence Department, and before coming to Hongkong was Captain of the Port of Gibraltar. His wide range of duties admirably fitted him to deal with the manifold nationalities so perpetually in a state of armed neutrality. He has secured the esteem and confidence of shippers and seafaring men by reason of his absolute fairness and the high principles which guide his conduct in departmental work as well as in private life. Hongkong became the premier port in the world since Captain Barnes-Lawrence took command of the Harbour Office, and it is certain that every effort will be made by him and his staff to maintain that position, in which they will be greatly helped by the acquisition of their new and more commodious offices which were opened under such agreeable and felicitous conditions.

LOCAL AND GENERAL.

JAPAN is making extensive purchases of flour to supply the shortage in the rice crop.

In a *Gazette Extraordinaire* issued this afternoon the Governor has proclaimed "Manila" a port at which an infectious or contagious disease prevails.

RETURN of visitors to the City Hall Library and Museum for the week ending the 15th July, 1906:—Library, non-Chinese 258; Chinese 151; Total 419. Museum, non-Chinese 184; Chinese 2,579; Total 2,763.

For snatching a jacket from a passenger on board the s.s. *Hankow* early this morning, a coolie was this morning sentenced by Mr. H. J. Gompertz to fourteen days' hard labour and six hours' stocks.THEcoxswain of the steam launch *Hu Chu* came before the Police Court again to-day. On this occasion he was charged with carrying sixteen passengers in excess, on the 11th instant. A fine of \$20 was imposed.

Mr. A. M. Currie has arrived from Tientsin to take up the duties of shipping manager of the Chinese Engineering and Mining Co., Ltd., at Shanghai. Tientsin papers to hand state that Mr. Currie had a most cordial send-off and is followed South by many good wishes.

LAU U, an unemployed engineer, residing at No. 34, Star Street, Wan Chai, was sentenced by Mr. H. H. J. Gompertz to six weeks' hard labour and six hours' stocks this morning for breaking open the trunk of another engineer and stealing \$15 worth of clothing, yesterday.

ON page 7 of this issue we reproduce the concluding portion of the report of the extraordinary meeting of the Weihaiwei Gold Mining Co., Ltd. An article by Mr. Howard Evans on the forthcoming International Conference on Disarmament is printed on page 3.

THE case in which a cargo-boat owner was charged with being in possession of too bags of unrefined sugar, valued at \$100, was continued at the Police Court to-day, before Mr. Gompertz. The evidence was, in his Worship's opinion, insufficient to convict and the defendant was discharged.

THE great floating drydock *Dewey*, towed by the tugs *Glacier*, *Cesar* and *Brutus*, entered Subic Bay at daylight on the 10th inst. The *Glacier* was in the lead. The *Dewey* was towed to a position in front of the town of Olongapo. On the following day she was towed to her anchorage in the inner harbour, and will lie not far from shore. The drydock is in excellent condition and is the worse for her long and hazardous trip.THE C. M. S. *Kiangyung*, which arrived at Shanghai from River ports on 9th inst., reports: At 3 a.m., on the 5th instant, when off Legaspi, sighted a capsized sampan. Stopped and hoisted up, but missed. Launched a boat and rescued a man, a woman, and a child, and carried them on to Hainan. Their story was that their junk capsized, when on a journey from Wung-shu-kong to Kiuking with a cargo of peaches. A boy, aged six years, was drowned.Mr. J. H. Kemp, who has been on leave in England, during which he was called to the Bar, returned to-day to the Colony, by the Imperial German Mail s.s. *Prinz Regent Luitpold*. He relieves Mr. J. W. Lee-Jones, as Deputy Registrar at the Supreme Court, who, after years of arduous labour in that position, goes on three months' well-earned leave, which he will spend in Japan, in the salubrious climate of which we trust he will, while spending a pleasant holiday, recuperate his health. This while welcoming the incoming we may, at the same time, speed the parting "guest."THE C. M. S. *Kiangyung*, which arrived at Shanghai from River ports on 9th inst., reports:

At 3 a.m., on the 5th instant, when off Legaspi, sighted a capsized sampan. Stopped and hoisted up, but missed. Launched a boat and rescued a man, a woman, and a child, and carried them on to Hainan. Their story was that their junk capsized, when on a journey from Wung-shu-kong to Kiuking with a cargo of peaches. A boy, aged six years, was drowned.

We are consistently informed by the local agent of the Pacific Mail S.S. Company that the s.s. *Korea* was nine days late in leaving San Francisco, the delay in leaving due to the strike. Leaving San Francisco on June 20 at 2.30 p.m. she made the run to this port via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai, arriving here on Sunday at 4.15 p.m., being thus, but one day behind her scheduled time for arriving. She made the trip in exactly 24 days, 9 hours, and 50 minutes, but of this 4 days, 5 hours and 15 minutes were spent in the ports mentioned en route, so that her actual steaming was 20 days, 4 hours, and 45 minutes; an average of 16 knots an hour being kept up throughout the entire distance across the Pacific. This is a remarkable record, and with such a record before them, the Pacific Mail S.S. Company need have nothing to fear from strikes, and strike's delays in future.

THE NEW ORDER IN COUNCIL.

In connection with the new Order in Council to which we referred in our editorial columns the other day, the *Bangkok Times* in a leading article says: "In view of the opinions expressed by the dozen of the local Bar in an interview on the subject of the new British Order in Council, it is of interest to find in a Hongkong paper just to hand an article on one of the chief points of interest in this new Order. In regard to appeals from the British Judge, the practice in Bangkok is, under the Order in Council 1906, assimilated to the practice in Hongkong and Shanghai. On the face of it, to compel a Judge to sit on appeal and revise his own judgments is an unsatisfactory procedure. But we had never before seen any expression of dissatisfaction with the system, in the Hongkong or Shanghai Press; and it seemed reasonable to conclude that in practice the system did give general satisfaction. The *Hongkong Telegraph*, however, submits that this system as it obtains in Hongkong is "entirely unsatisfactory to all concerned." Moreover, compared with Bangkok, Hongkong is a big community, and as a rule there can be no tendency there for a Judge to be affected by local conditions, while that must be more difficult to secure in Bangkok. The British community here will have, however, to make the best of it, and it will be interesting to see how the new method works out in practice."

BANGKOK APPEALS.

THE C. M. S. *Kiangyung*, which arrived at Shanghai from River ports on 9th inst., reports:

At 3 a.m., on the 5th instant, when off Legaspi, sighted a capsized sampan. Stopped and hoisted up, but missed. Launched a boat and rescued a man, a woman, and a child, and carried them on to Hainan. Their story was that their junk capsized, when on a journey from Wung-shu-kong to Kiuking with a cargo of peaches. A boy, aged six years, was drowned.

We are consistently informed by the local agent of the Pacific Mail S.S. Company that the s.s. *Korea* was nine days late in leaving San Francisco, the delay in leaving due to the strike. Leaving San Francisco on June 20 at 2.30 p.m. she made the run to this port via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai, arriving here on Sunday at 4.15 p.m., being thus, but one day behind her scheduled time for arriving. She made the trip in exactly 24 days, 9 hours, and 50 minutes, but of this 4 days, 5 hours and 15 minutes were spent in the ports mentioned en route, so that her actual steaming was 20 days, 4 hours, and 45 minutes; an average of 16 knots an hour being kept up throughout the entire distance across the Pacific. This is a remarkable record, and with such a record before them, the Pacific Mail S.S. Company need have nothing to fear from strikes, and strike's delays in future.

LAND COURT APPEAL.

In Appellate Jurisdiction this morning, before the Full Bench, consisting of their Honours Sir Francis Piggott, Chief Justice, and Mr. A. G. Wise, Puisne Judge, the appeal heard in the matter of the claim of To King to land in the New Territory, known as claim S. Survey District No. 2, and in the matter of the New Territories Land Court Ordinance, 1900 to 1904.

Hon. Sir Henry Berkeley, K.C., Attorney General, instructed by Mr. F. E. B. L. Bowley, of Messrs. Dennys and Bowley, Crown Solicitors, appeared for the Crown Appellant, To King, not being present either in person or by representation. The Honourable the Attorney General said this was an application for leave to appeal on behalf of the Crown against the decision and award of the Land Court in the matter of To King's claim. The respondent was not present, and probably would not come.

The Puisne Judge: Oh! we'll never see him.

After quoting the law on the subject the Hon. the Attorney General asked that his application be granted, and the order was given accordingly.

The Full Court then adjourned.

THIS WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 17th at 11.55 a.m. the barometer has risen in Japan, and fallen over China, Formosa and the Philippines.

The depression in the Pacific to the NE. of Luzon, is still indicated.

An area of high pressure lies to the E. of Japan.

Moderate E. winds are indicated in the Formosa Channel, and moderate variable winds over the N. part of the China Sea.

Forecast:—Light variable winds; fair.

ELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

NEW JAPANESE WARSHIPS.

ARRIVAL AT SINGAPORE.

[From Our Own Correspondent.]

Singapore, 17th July,

2.55 p.m.

The new Japanese warships *Kashima* and *Katori* have been sighted and are expected to arrive here in the course of the day.

JULY CRIMINAL SESSIONS.

THE CALENDAR.

A notification has been issued from the office of the Registrar of the Supreme Court, informing gentlemen who have been summoned to attend for service on the Jury at the Criminal Sessions to-morrow (Wednesday), that they will not be required to attend until Thursday, the 19th inst., at 10 a.m.

SINGAPORE DOCKS AWARD.

SHAREHOLDERS SATISFIED.

From the *Singapore Free Press*, of 7th inst., we clip the following:—A telegram was received in Singapore this morning by the Honourable H. Fort stating that the arbitrators had fixed the price of the Tanjong Pagar award at \$27,929,177. The price to be paid to the London Consulting Committee for retiring them and doing away with their London Office is £6,919, extras \$48,937.

On the shareholders learning these figures general satisfaction was expressed.

Mr. Fort in a short interview remarked that the award worked out excellently for the shareholders, but not particularly well for the Government; but added that considering the matter from the point of view of what the shareholders had originally asked, and thought they might get, the figure was not so satisfactory for them.

This works out at \$755 per share.

The following telegram has been received from the Secretary of State for the Colonies, and is forwarded to us by courtesy of the Colonial Secretary:—

The following is the Umpire's Award:—

A. \$27,929,177—For Company's Undertaking.

\$51,34,31 cents—For land for Railway Extension to Docks; see Schedule D of Report of Tomlinson and MacLaren.

B. £6,912,45—For Annuity to Fraser.

C. £6,912,45—For compensation to London Committee.

D. \$18,937—For cost of Reinvestment.

£9,642—For cost of Liquidation. (Sd.) ELGIN.

The announcement we are enabled to make to-day writes "finis" for all practical purposes to the history of one of the most interesting, we had almost said romantic, enterprises Singapore has ever seen. To write a history of Tanjong Pagar docks would mean writing the story of the progress and characteristics of Singapore for not far short of half a century, and the detailing of the careers of half the men who in those near, yet far off, days were the merchant princes of their times and the founders of much of our trade. The Tanjong Pagar docks scheme was evolved in the days of old Jan Kumpani, but six short years after the Indian Mutiny, when Singapore held many an expatriated Sepoy, and six years before the opening of the Suez Canal was to bring to the East the first ripples of that flood of commerce which has since lapped the coast line from Bombay to Nagasaki and far-away Vladivostok.

In those days Colonel Collyer had ideas of a deep water pier running far enough to give seventeen feet depth to boats berthing alongside, and it is this notion which is said to have inspired a number of merchants in 1863 to start a docking business. It would be beyond the scope of these remarks to refer to that actual steaming was 20 days, 4 hours, and 45 minutes; an average of 16 knots an hour being kept up throughout the entire distance across the Pacific. This is a remarkable record, and with such a record before them, the Pacific Mail S.S. Company need have nothing to fear from strikes, and strike's delays in future.

During the life of the company we mention only two, the great fire which in 1877 caused much anxiety as to the fate of the buildings, and the acquisition of the New Harbour property for a million dollars in the early 'nineties.

Twenty years ago the shares were quoted at \$169, ten years later at \$33. In 1890 the Company had a practical monopoly of all docking facilities, but in 1901 shares were obtainable at \$200, after having been halved in nominal value. They opened in 1904, which was to be a very fatal year, at \$300, sank in March to \$250, and after the resignation of Mr. Anderson and his famous indictment of the company and its methods, went down to \$240. This was in the second week of December, 1904, at \$242. Then came a rise and the figure went rapidly from \$240 to \$300 in a week, and then to \$375 in the first few days of 1905. In February, however, the scheme of the Colonial Secretary for the improvements to be effected, was published, and shares fell to \$340, perhaps in consequence, though it may be noted that the announcement in December, 1904, that Government intended to appropriate, was probably the cause of the rise from \$300 to \$375. Prices hung about the \$340 mark during the early part of the year, but when the appropriation bill passed its second reading in Council, the figure rose to \$360, went back ten, and then steadily rose till in September it stood at the figure \$300. In October, a week before the Arbitration opened, the price fell to \$270, some weak-kneed ones evidently getting a little scared, but it was soon run up again, and has with temporary depression remained at the highest figure.

After the meeting at which the accounts were called in question, there was a tendency to drop and the shares went down to \$240, buyers; but the market soon recovered tone, and those who held out at \$300 are now in a position to thank themselves for their speculative instincts.

UNREST IN KIANGSI PROVINCE.

The Shanghai mandarins have received telegraphic news from Nanchang that an insurrection has broken out in the district of Hainch'ang, Juichou prefecture, in Kiangsi, and that Mr. Ho Wei-hsien, the district magistrate of that city, assisted by a battalion of troops under Lieutenant-Colonel Chen Chin-tang, is engaged in restoring order. The district magistrate, Mr. Hu Wei-hsien, is the younger brother of H. E. Hu Wei-te, the president Chinese Minister at St. Petersburg, and speaks and writes English quite fairly.

Another telegraphic dispatch, dated from Chianfu, a prefectural city of the same province, reports an uprising amongst the inhabitants there, due to the harsh behaviour of the collectors of the rice tax, which had been in arrears for the past two years.—*N. C. D. News*.

The Shanghai mandarins have received telegraphic news from Nanchang that an insurrection has broken out in the district of Hainch'ang, Juichou prefecture, in Kiangsi, and that Mr. Ho Wei-hsien, the district magistrate of that city, assisted by a battalion of troops under Lieutenant-Colonel Chen Chin-tang, is engaged in restoring order. The district magistrate, Mr. Hu Wei-hsien, is the younger brother of H. E. Hu Wei-te, the president Chinese Minister at St. Petersburg, and speaks and writes English quite fairly. Another telegraphic dispatch, dated from Chianfu, a prefectural city of the same province, reports an uprising amongst the inhabitants there, due to the harsh behaviour of the collectors of the rice tax, which had been in arrears for the past two years.—*N. C. D. News*.

The Shanghai mandarins have received telegraphic news from Nanchang that an insurrection has broken out in the district of Hainch'ang, Juichou prefecture, in Kiangsi, and that Mr. Ho Wei-hsien, the district magistrate of that city, assisted by a battalion of troops under Lieutenant-Colonel Chen Chin-tang, is engaged in restoring order. The district magistrate, Mr. Hu Wei-hsien, is the younger brother of H. E. Hu Wei-te, the president Chinese Minister at

TELEGRAMS.

[Reuters.]

Eton and Harrow.

London, 15th July.

Eton won the cricket match by four wickets.

The Russian Duma.

The Duma has decided to send six Deputies to an inter-Parliamentary conference in London.

Canada and Japan.

The treaty between Canada and Japan has been ratified.

The treaty gives material trade advantages to Canada.

Later.

Russia.

Drunken peasants are terribly devastating the province of Véronet; burning chateaux, killing cattle, and destroying the crops.

The landowners are fleeing.

[N. C. D. News]

Precautions at Seoul.

Tokio, 11th July.

Tickets of admission to the palace at Seoul are to be issued only through the Japanese police advisory staff.

The Opening of Manchuria.

Tokio, 11th July.

The *Japan Gazette* says that the Shanghai petition to the Diplomatic Body in regard to the opening of Manchuria is misapplied.

The Revolutionary Movement in Russia.

Tokio, 11th July.

The whole garrison at Tamppi (7) has mutinied. Many officers were killed.

Riots in Brazil.

Tokio, 11th July.

A sensation has been caused in America in connection with the bloody riots at the Cananea mine during June. It has transpired that these were due to the instigation of Wall Street operators attempting to 'bear' the copper stock.

An Accident on the Corong Frontier.

Tokio, 12th July.

An engineering officer and men engaged in bridging the Tumen river were swept away by a torrent, together with their bridge.

THE CALSWAY BAY BLAZE.

PETROLEUM COMPANY SUMMONED.

At the Magistracy this morning, before Mr. A. Hazelton, Messrs. Meyer and Company were summoned by the Police for discharging oil into the harbour, which was responsible for the recent fire, in which a couple of sampans were destroyed.

Inspector Gourlay prosecuted for the police, and Mr. H. W. Loker, of Messrs. Deacon, Loker and Deacon, appeared for the defendant firm.

On the charge being read Mr. Loker pleaded guilty to it, adding that he was informed that it was necessary to have a quantity of water at the bottom of each tank. This water was drained off annually when the tanks got low, and this draining process has been going on for the last twelve or fourteen years, and without accident. On the last occasion, however, owing to the direction of the wind, and one or two other causes, the oil got driven towards some sampans which were breaming. In consequence of that some slight damage was done to the boats, but the damage would be compensated for. Messrs. Meyer and Company were at present taking precautions that no oil got into the harbour in the future.

Inspector Gourlay said that carelessness was mainly the cause of the fire, owing to the manager of the Petroleum works not watching the coolies while they were at work. Four inches of water was put into the tanks, and this underwent a survey once a year. Replying to a question from the Court, the inspector said he had visited the oil works since the blaze. There he learnt that the defendants were going to run a pipe out into deep water. Referring to the water which was drained just before the fire, Inspector Gourlay went on to say that it was well mixed with oil; for oil, when one inch thick, was floating in the harbour when he arrived at the scene of the fire. This was the first time that such a thing had happened at the oil works, and the speaker was understood to have said that the acting manager was not well acquainted with the work.

His Worship imposed a penalty of \$10, remarking that under the circumstances it would meet the case.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (Tartar) 19th inst.

American (Coptie) 23rd inst.

French (Ernest Simons) 23rd inst.

Indian (Kutang) 24th inst.

Canadian (Empress of China) 24th inst.

American (America Maru) 27th inst.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. Achilles left Singapore on the evening of the 14th inst., and is due here on 19th inst.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. Teaser left Shanghai on the morning of the 15th inst., and is due here on 18th inst.

The C. P. R. Co.'s s.s. Empress of Japan arrived at Nagasaki at 8 a.m., on 16th inst., and leaves again at 4 p.m., Tuesday, for Kobe, where she is due to arrive at 7 p.m., on 17th inst.

The C. P. R. Co.'s s.s. Empress of China arrived at Yokohama at 11 a.m., on 16th inst., and left again at 3 p.m., same day, for Kobe, where she is due to arrive at 3 p.m., on 17th inst.

THE "SAINAM" PIRACY.

MOTIVE OF THE CRIME.

PIRATES WHOSE MISSION FAILED.

By far the most interesting development of the *Sainam* piracy is contained in the statement which a Canton correspondent makes to-day, to the effect that the pirates were not after money as has been suggested, but were seeking to obtain possession of a large quantity of arms and ammunition which was being sent by the Chinese Government, per the *Sainam*, to be distributed to Government troops in the interior. According to the writer, the information of the pirates that arms and ammunition were to be put aboard was perfectly correct. How they obtained it is a mystery but their informants were certainly trustworthy agents. The point to be cleared up is whether the arms and ammunition were actually on board. Our correspondent says they were, and that the pirates got what they wanted. Naturally, it is very difficult to get information on the point, either corroborative of the story or the contrary. It is beyond doubt, however, that if the shipment was not actually made, the Chinese authorities had the intention of dispatching such warlike material into the interior for the purpose, we are led to understand, of suppressing the activity of certain malcontents.

A PIRACY FRUSTRATED.

An exceedingly interesting narrative has leaked out as the result of the *Sainam* affair. About a month ago, the commander of the steamer *Sainam*—Captain Black—which is engaged in the same trade, had a curious experience. The compradore of the vessel in going his rounds had his suspicions aroused by the disreputable appearance to two evil-looking, blackguardly Chinamen. He made inquiries and found that they had come on board without any luggage whatsoever, and without passage tickets. The perspicacious compradore called the Indian guards, who promptly led the men into the presence of Captain Black. They were cross-examined to no purpose. Then they were searched, when it was found that each was armed with a loaded revolver. They were at once put in irons, locked up in a cabin, and an armed sentry was placed outside in order to frustrate any attempt to escape. On arriving at Samsui the discovery was reported to the Customs officials at that port, and the men were handed into the custody of the Customs authorities. Inquiries were instituted and the prisoners advanced the excuse for being armed that they were soldiers of the provincial authorities. Although their uncouth and unkempt aspect belied the truth of the assertion they had to be discharged for want of definite evidence to the contrary. It is still believed by Captain Black, however, that these men were members of a pirate gang—who were only waiting their opportunity to raid the steamer, and would have done so had it not been for the astuteness and quick-witted instincts of the compradore. In shipping circles from which we have gathered the above absolutely authentic information the matter has been warmly discussed, and many are of the clear opinion that these two men were members of the gang, which was responsible for the outrage on the *Sainam* the other day, and helped to plan the dastardly attack which resulted in the death of Dr. Macdonald.

ATTITUDE OF THE GOVERNMENT.

Comment is being freely made on the lukewarmness of the Hongkong Government over the *Sainam* affair. Shipping people hold that the Government should take action, but on the other hand it is pointed out that the *Sainam* showed negligence in failing to have a proper equipment of arms and ammunition to meet such an attack. The real remedy seems to lie with the owners of the *Sainam* and those who suffered at the hands of the pirates. It is for them to move the local Government to take action, and we hope that such representations will be made by those concerned as may enable the Government to recognise the affair officially.

IF IT HAD HAPPENED IN TSINGTAU.

If such a thing had happened in Tsingtau, remarked one shipmaster to-day, the pirates would have been captured on the very day the outrage occurred. In illustration of this idea, the shipmaster related how a case of house-breaking occurred in the German Colony and within a few minutes the perpetrator was in the hands of the police and punishment meted out to him very shortly afterwards. "It seems to me," said the same gentleman, "the Hongkong authorities are far too mild in dealing with malefactors from South China."

INDIAN GUARDS IN AGONY.

Although there was nothing in the outward appearance of the three Indian guards who landed yesterday in Hongkong to suggest that they were greatly suffering from the effects of the struggle with the pirates on the *Sainam*, it appears that they have been very badly injured indeed. One of the men had his nose blown off; another had his jaw smashed by bullets; while the third man was shot twice in the stomach. In the case of the latter, none of the bullets has yet been extracted. The man lies in a most critical

condition, and it is feared that he will eventually succumb to his injuries. All the men suffered agonies in the Hospital last night. They kept crying out in the intensity of their pain, although every attention was paid them by the nurses and doctors. This is all the more astonishing when it is recalled that yesterday afternoon the Indians, as they squatted on the upper deck of the *Hawke*, were absolutely quiescent, and one of them was even able to smile when questioned as to his injuries. But perhaps it was the reaction that set in last night, after the excitement of the previous three days.

THE VICTIMS IN HOSPITAL.

Inquiries were made at the Government Civil Hospital to-day regarding the condition of those who were wounded in the *Sainam* piracy. We were courteously informed that all the victims are getting on as favourably as could be expected. Captain Joslin was sitting out on the verandah this afternoon, enjoying a rest after the exciting experience he had last Friday. He is well on the way towards recovery, a fact that may in great measure be due to his stalwart frame and healthy condition, combined with his optimistic and cheery disposition. The Indians were stated to be in the same condition as they were on arrival yesterday afternoon. It was hardly to be expected, however, that there would be much change in them in the short space of 24 hours.

"BRITAIN, MISTRESS OF THE SEA?"

To the Editor of the "Hongkong Telegraph." Dear Sir—Since the publication of the sensational news concerning the *Sainam* piracy case, hundreds of Britons have felt inclined to put a ? after Britain's hard-earned title: "Mistress of the Sea," and, furthermore, are asking themselves the question: "Is the British Lion's tail no longer sensitive?" In the light of recent events one can hardly blame them for thus taking leave of their senses, neither can one laugh ironically at the man who vehemently declares that if the authorities would but lend him the *Moorhen* for a few hours, he'd darned soon give the pirates their gruel! It is by no means pleasing to think that at a time when prompt action is absolutely necessary, those who should be up and doing their duty are tied hand and foot with coils of red tape, and are commanded to hold their souls in patience until a Mandarin of low degree is superseded by another with a more valuable handle to his name. Such shilly-shally business is warranted to exasperate an angel, and tempts the sober-minded journalists to dip their pens in vitriol. The British Admirals who patrolled the coast of Southern China thirty or forty years ago were not accustomed to hang upon the word of a Mandarin; on the other hand, they hustled and hustled inspired the piratical bands with a wholesome dread of the "Foreign Devil," with the result that, in a short space of time, Cantonese pirates and others of that ilk took to oyster culture in preference to a trade which had suddenly grown distinctly precarious. Britons would like to see the living images of such strenuous naval men in command of the China Seas to-day, but I very much fear they will have to whistle loud and long for them. Our naval officers and men of the present time are all brave fellows, ready to go anywhere and do anything to protect their kith and kin, but they cannot take the law into their own hands as former. The fantastic code of official etiquette of the 19th century demands that the officer in command shall, before taking action in any matter whatsoever, await the advent of a gold-laced flunkey, who with a bit of pasteboard on a silver snuffer, shall present the same to the officer in command with the observation: "Sir, here are your orders and here's me card."

Now this kind of gloved-hand policy makes Britons look ridiculous in the eyes of other nations, and converts the symbol of Britain's greatness, the lion rampant, into a sickly abortion with porcelain-filled teeth, rubber-clad claws, and a tail wrapped in cotton wool. To change all this, and who shall say a change is not needed? I respectfully suggest the installation of the Marconi system of telegraphy on board all steamers trading on the China coast. A competent official should be placed in charge with strict orders not to leave his post until the vessel reaches her destination. Should anything suspicious occur on board, or would pirates prove obtrusive, the official in question could immediately communicate with the nearest gunboat, and thus secure prompt and adequate relief! By establishing Marconi stations on land, and in the neighbourhood of those secluded coves and bays so much in favour with pirates, much may be done to bring about the abolition of piracy in Chinese waters. I do not know whether such a scheme be practical, but I give the idea for what it may be worth. If the authorities think it feasible, then let them hasten to put it to the test, and give trembling Britons, twelve months hence, a chance to exclaim with pride, when they hear the word "Piracy" mentioned, "Thank God, We have changed all that!"—Yours faithfully,

A PALE-FACED BRITON.

Hongkong, 17th July, 1906.

THE PROBABLE OBJECT OF THE ATTACK.

[From Our Own Correspondent.]

Canton, 16th July.

From further information which has come to hand, it appears that the leaders of the gang of pirates who attacked the *Sainam* had been apprised of the fact, through some outside source, that the Chinese Government had shipped some 9,000 rounds of ammunition and a large number of rifles on that vessel.

It is believed that the object of the attack was mainly to secure possession of the rifles and ammunition. If that were the case, the pirates were entirely successful. The munitions of war were found and carried off, together with all the booty that could be stowed away in the five junks.

CHINESE LOSSES.

Two wealthy Chinamen who were travelling by the *Sainam* were robbed to the extent of \$2,500, one having \$1,500 stolen from him, while the other lost \$1,000.

THE INDIAN GUARDS.

Three of the Indian guards, who were badly wounded by the pirates in an effort to resist the attack are reported to be recovering rapidly. The plucky fellow who was the first to be assaulted and to whose assistance Captain Joslin and the Rev. Dr. Macdonald proceeded, has several bullets extracted from his jaw and is now doing well. The other Indians only received slight body wounds.

THE BRITISH GUNBOAT'S DESTINATION.

His Majesty's river gunboat *Robin* has left for the scene of the outrage.

THE LATE DR. MACDONALD.

The remains of the late Dr. R. J. J. Macdonald were placed on board the steamer *Nanking*, of the Hongkong, Canton and Macao Steamship Company's line, in order that the body may be interred at Wuchow. The Rev. Fope, of Canton, and Dr. Harry Anderson, of Faishan, accompanied the remains to Wuchow.

ALLEGED BRIBERY.

SANITARY BOARD FOREMAN ON TRIAL.

Rahem Bux, Indian foreman, in the employ of the Sanitary Board, who is alleged to have obtained from a contractor, of 9, Upper Rutter Street, on divers dates, \$370.37 as bribes, was charged on remand, at the Police Court this afternoon, before Mr. F. A. Hazelton.

Mr. F. B. L. Bowley, of Messrs. Dennis and Bowley (Crown solicitors) prosecuted while Mr. C. F. Dixon, in the office of Mr. John Hastings, represented defendant. Chief Detective Inspector Hanson and Dr. Pearce, P.M.O.H., watched the case for their respective departments.

Mr. Bowley, in outlining the facts of the case, said that defendant was a servant employed by the Sanitary Board, as watchman on the Peak district, and his duties were to supervise the work in the conservancy and scavenging contractors. The defendant accepted bribes on thirty-two different occasions—the earliest date being on October 4th, 1905, and the latest on 8th July, 1906. Mr. Bowley said he would prove that on October 1st, 1905, a new sub-contractor—Mr. Sung, by name—was engaged by the conservancy contractor for conservancy work at the Peak. On that day the sub-contractor went to sell defendant at his quarters on the Peak. After they had a preliminary conversation defendant said: "So you have taken over the conservancy contract?" The contractor replied in the affirmative and defendant informed him that whatever contractor took the job, he (defendant) must be paid \$10 a month. The complainant demurred at first, but ultimately acquiesced, and from books, which would be produced, the Court would see that the \$40 was paid each month by instalments. Hearing that the Sanitary Commission now sitting had seized the books of several contractors, complainant became afraid that the payments to defendant would become known and so did not pay any more. Then the accused started to threaten him. Mr. Bowley went on to say that from the time—October last—that complainant took over the contract for the Peak work defendant never had him or his *sub-contractors* charged for depositing night soil in drains and they were convicted. The circumstances became known to the police and a trap was laid for the accused. On 13th July, the sub-contractor was supplied with four \$10 banknotes, the numbers of which had previously been recorded by the police. The contractor went down to a wharf in Connaught Road Central—followed by a detective—and the defendant and the Chinaman was seen in conversation. At a given signal the detective arrested the defendant in charge, the latter was seen to take something out of his pocket and drop it in the street. It was the marked banknotes. The defendant was then taken to the Station.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers—Hongkong Banks \$830, Unions \$80, Hongkong Fairs \$3123, China Fairs \$88, HK, C., and M. Steamboats \$27, Douglas \$434, Kowloon Wharf \$106, Hongkong Tugs, 223, Hongkong Lands \$1131, Humphreys \$11, China Boreas \$74, China Providents \$102, Tramways \$15, Ices \$240, China Traders \$102, Union-China Trade Certificate \$101 sales and buyers.

Sellers—Canton Insurances \$340, China-Manila \$20, China Sugars \$150, Hongkong Docks \$148, Hotels \$125, Cottons \$14, Electric \$15, Ropes \$29, Wagons \$13.

Nominal—National Banks \$47, Shell Transport \$27, Ed., Kaubs \$33, Shanghai Docks \$15, 100, West Point \$52, Dairy Farms \$61, Cements \$28, China Light and Power \$10, Powells \$14, Sales—Indos \$70.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2 1/7 1/2

Do. demand 2 1/2

France—Bank T.T. 2/6

America—Bank T.T. 5/1

Germany—Bank T.T. 2/17

India T.T. 15/8

Do. demand 15/4

WEIRAIWEI GOLD MINING CO., LTD.

[Continued from Saturday.]

Mr. Taylor said that the company was reconstructed and so far they had spent another \$4 a share on the new development. Now Mr. Verschoyle's work had been really the only useful development work which had been done, and he showed them that they were really had a mine; showed them where the ore was, and so far the further the mine development proceeded the better results.

In the last assays taken from the 300-ton level some worked out at something over \$10 per ton and some at over \$20 per ton. The fact was they had not been able to take much ore from the No. 3 shaft, where the best ore was found at present, and it was simply because the ore was not sufficiently blocked out in that direction.

The consequence was that the ore which had been putting through the mill was not the best ore, but might be taken as a very fair average.

At present they could not pay expenses because they only got considerably less than half the value of their concentrates. If they could smelt themselves and double the number of stamps, the situation would be very different.

The only question was: What could they do?

They would remember that when they reconstructed the company Mr. Duff told them that if they spent \$15,000 for about six or seven months, that they would then be in a position to run their mill. But that proved altogether wrong.

They would also remember that when Mr. Verschoyle left them he also reported that he considered that when the mill began to run they would be able to clear expenses. That also was fabulous.

It was no use thinking of raising another \$20,000 or \$30,000 amongst themselves. If this mine was to pay it must be run upon really adequate capital. So far as Mr. Cole advised them they wanted \$100,000, and the question was how that could be raised.

Mr. Macleod replied that they would mean the mine would be shut down.

Mr. Macleod replied that if the resolution for the meeting was passed, the company terminated and the mine would be shut down. If that was done they would be practically in liquidation.

Mr. Sullivan said they did not propose to shut down.

Mr. Macleod said they, by passing the resolution, would give the directors power to sell the undertaking of the company. If they liked to add to the resolution the words "with the sanction of a general meeting" then they could carry on till then. If the directors were authorised to sell subject to the sanction of a general meeting, then they left the present meeting and got anyone they could to produce the extra money and form a new company to whom they might sell. To put the company in liquidation would only be to incur extra expenses, as, having put the company into liquidation, necessary proceedings must take place—they could not leave the matter and do nothing.

The Chairman said the directors appreciated Mr. Sullivan's idea that the mine should not be shut down, but be carried on. The directors found it absolutely impossible to carry on the mine with only twenty stamps. If they put in forty stamps they would require a great deal more ore, and that would take time.

Mr. Sullivan said he wanted the mine continued as far as the milling.

Mr. Taylor proposed that after the words "are hereby authorised" the words "etc." be inserted in the resolution.

Mr. Leake seconded.

The amendment was carried *animus con.* On the resolution as amended being put before the meeting, it was also carried without any division.

This disposed of the business and the Chairman thanked the shareholders for their attendance. —N. C. D. News.

SHIPPING.

Arrivals.

Rubi, Br. s.s., 1,611, R. W. Almond, 16th July, —Manila 11th July, Gen.—S. T. & Co. Choyang, Br. s.s., 1,414, A. E. Sandbach, 16th July—Shanghai and Swatow 11th July, Gen.—J. M. & Co.

Hue, Fr. s.s., 707, Godin, 18th July—Hai Phong and Hoioh 15th July, Gen.—A. R. M.

G. 221,293 or Mex: \$442,580 less expenses \$240,000

Profit Mex: \$102,580 equivalent to a dividend on a paid-up capital \$616,570, or 31 1/2 per cent.

The reason he suggested that the shareholders should be paid at the rate of \$10 was that they had actually spent on the mine about four lakhs, that was to say that development and the mill, and other expenses had cost about that sum. They had learned by experience what to do; they had put the thing beyond any doubt; this was no longer speculation. It would be a great pity if Shanghai should give up this mine. It seemed to him that the mine had been proved. They could see the plan, and it was only the fact that they had been so short of capital and so badly advised that they had come into this position. He would like to see Shanghai take the matter up and put the thing through. (Applause.)

Mr. Sullivan asked if Mr. Taylor's remarks were endorsed by the directors.

The Chairman said in general he thought what Mr. Taylor had stated was the position. In reference to stamps, \$30,000 would not cover the laying of foundations, and probably if they put up 40 stamps they would have to face the question of putting the mill in a proper place—the place first contemplated.

Mr. Leake asked what would be the cost of a smelter.

The Chairman replied that he had not the least idea.

Mr. Blount asked if the directors had any proposal or scheme or indication as to the way they proposed to dispose of the mine, or if they had anything to say before the shareholders.

The Chairman said at that moment there was nothing before the directors at all. They simply had this resolution. There was a letter on the table from the mine manager which might throw some light on the question of these concentrates. He gave the gross value of the concentrates as \$3.50—gold, \$40; silver, \$5; lead \$12; copper, \$7.20 (over) and he said that the smelter values in San Francisco, making deductions for copper and lead, gave \$3.03 so that they lost from the gross value \$14 Gold per ton in the smelters' deductions, for copper, silver and lead. Over and above their charges for smelting they took \$14 from the actual value. Whether the smelter got this, or it was lost in smelting, he did not know. Then in addition there were the charges for hauling the concentrates to Weihaiwei, storage and lightering, transhipment at Shanghai, insurance, freight, transhipment to smelter, smelter charges, etc., which amounted to \$10. This meant that from the values of the metals in the concentrates \$33 a ton went in charges and on loss of concentrates, and they only got \$32. From these figures shareholders could see how very quickly the loss would be turned into profit if they had some way of dealing with the concentrates on their own ground.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Departures.

July 17. Hongkong *Caru*, for San Francisco. Borneo, for Sandakan. Elizabeth Rickmers, for Bangkok. Bombay Maru, for Singapore. Sambia, for Shanghai.

Protus, for Hongkong. Choyang, for Canton. Talyuan, for Calcutta.

Crane, for Manila. Choyang, for Canton. Namang, for Singapore.

Shaw, for Singapore. R. P. 32, for Langkawi.

Abraide, for Hoioh. Générat, for Shanghai. Namang, for Singapore.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.



NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA.

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shamouti	9,600	E. V. Roberts	27th July
Tremont	9,600	T. W. Garlick	22nd Aug.
Lyra	4,417	G. V. Williams	

*Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENTION AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamouti* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels enables stowaways at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to
DODD WELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd July, 1906.

[12]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship
"DEVANHA."

Captain T. H. Hale, R.N.R., carrying H.M.
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 28th July,
at Noon, taking Passengers and Cargo for
Aden in connection with the Company's
s.s. *Adolfin*, 9,620 tons, from Colombo,
Passenger's accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for
Aden, Egypt, and London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Perseus*,
due in London on the 9th September, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent,
Hongkong, 14th July, 1906.

PRICE VERY MODERATE.
Hongkong, 14th September, 1906.

[16]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

Per Case.

\$22.50

20.00

16.75

20.00

12.50

10.50

20.00

13.75

20.00

16.00

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & CO. Corrected to noon; later intentions given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	96,000	\$125	\$125	\$1,000,000 \$9,500,000 \$250,000	\$1,693,777	1/- 15/- div. and 1/- bonus @ ex. 2/10/16 \$26.87 for 2nd half-year 1905/6	51 %	\$830
MARINE INSURANCES.								
Canton Insurance Office, Limited	99,925	\$7	\$6	\$174,357 \$150,000	\$74,099	\$2 (London 3/6) for 1905	...	\$47 cum call sa.
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	58 %	\$342
Douglas Steamship Company, Limited	10,000	\$15	\$5	\$100,000 \$15,500	\$102,053	Interim div. of 7/6 @ ex. 2/10/16 Tls. 2.62 on account 1905	58 %	Tls. 90 sellers
Hongkong, Canton & Macao Steamship Co., Ltd.	50,000	\$15	\$15	\$1,200,000 \$154,331	\$1,201,080	Interim div. of 13/- for 1905	48 %	\$80 buyers
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$16,000 \$280,018	\$16,563	\$1/- and 1/- special dividend for 1904	81 %	\$175 sales
Shanghai Tug and Lighter Company, Limited	100,000	\$10	\$10	\$164,638 \$15,000	\$107,815	1/- for 1905	78 %	\$20
Shell Transport and Trading Company, Limited	10,000	\$50	\$50	\$88,941 \$250,000	\$107,815	\$3/- for year ended 30.6.1905	8 %	\$43 buyers
Star Ferry Company, Limited	16,000	\$10	\$10	\$161,78 \$15,527	\$107,815	1/- for 2nd half-year making \$2 for 1905	78 %	\$47 sales
Taku Tug and Lighter Company, Limited	50,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000	\$1,013	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000	\$109,914	Final of \$15 making \$25 for 1905	161 %	\$150
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$86,129 none	\$132,588	\$3 for 1907	...	\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$100,000 Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.1904	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$180,000 \$26,011	\$13,355	1/- (No. 6) interim div. for 12 months	7 %	Tls. 10 sales
Central Consolidated Mining Company, Limited	600,000	\$10	\$10	none	\$909,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14
Central Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$4,873	\$8,745	No. 12 of 1/- 48 cents	...	\$34
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$200,000 \$20,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$165,166 \$20,000	\$200,00	Final of \$31 making \$6 for 1905	58 %	\$166 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$100	\$100	\$29,000 \$188,000	\$362,232	\$6 for second half-year making \$12 for 1905	84 %	\$143
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$14,144 \$165,000	\$2,221	\$1 for 1905	58 %	\$18
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	\$1,040,000 Tls. 487,210	\$16,924	Interim of Tls. 4 for year 1905/6	58 %	Tls. 106
Shanghai and Hongkew Wharf Company, Limited	12,000	Tls. 100	Tls. 100	\$15,065 Tls. 57,065	\$15,765	Final of Tls. 8 making Tls. 14 for 1905	68 %	Tls. 224 buyers
Yankee Wharf and Godown Company, Limited	5,000	Tls. 100	Tls. 100	\$15,000 Tls. 30,000	Tls. 5,68	Tls. 18 for 1905	8 %	Tls. 125 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 100
Castor House Hotel Company, Limited (Shanghai)	7,000	\$25	\$25	\$14,516	\$9,028	\$2 for year ended 30.6.1905	78 %	\$54 sellers
Central Stores, Limited	6,000	\$15	\$15	\$15,000	...	\$10 on \$12 for 1905	134 %	\$10 buyers
Do. (new issue)	24,000	\$15	\$15	none	\$4,719	7 % on \$14 for 1905	...	\$100 buyers
Do. (Founders)	123	\$12	\$12	\$164,925	\$125
Joungkong Hotel Company, Limited	12,000	\$50	\$50	\$124,071	\$16,19	\$5 for second half-year making \$10 for 1905	8 %	\$134 buyers
Joungkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$23,000	\$67,830	Final of \$31 making \$7 for 1905	64 %	Tls. 17 sellers
Hôtel des Colonies Company, Limited	1,000	Tls. 25	Tls. 25	\$29,733	\$1,035	Final of 6 % to 7 % for 1905	148 %	\$100
Hôtel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$11 buyers
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$208,866	\$5,070	80 cents for 1905	74 %	\$8
Lewinot Land and Building Company, Limited	4,000	\$50	\$50	none	\$574	\$1 for 1905	64 %	Tls. 112 buyers
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	\$186,293	\$11,524	Final of Tls. 3 making Tls. 6 for 1		